

# **Puget Sound Gateway Program**

## **SR 509**

**Steering Committee**  
**December 16, 2015**

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OMAR JEPPERSON, PE   SR 509 PROJECT MANAGER

# Puget Sound Gateway Program SR 167 & SR 509



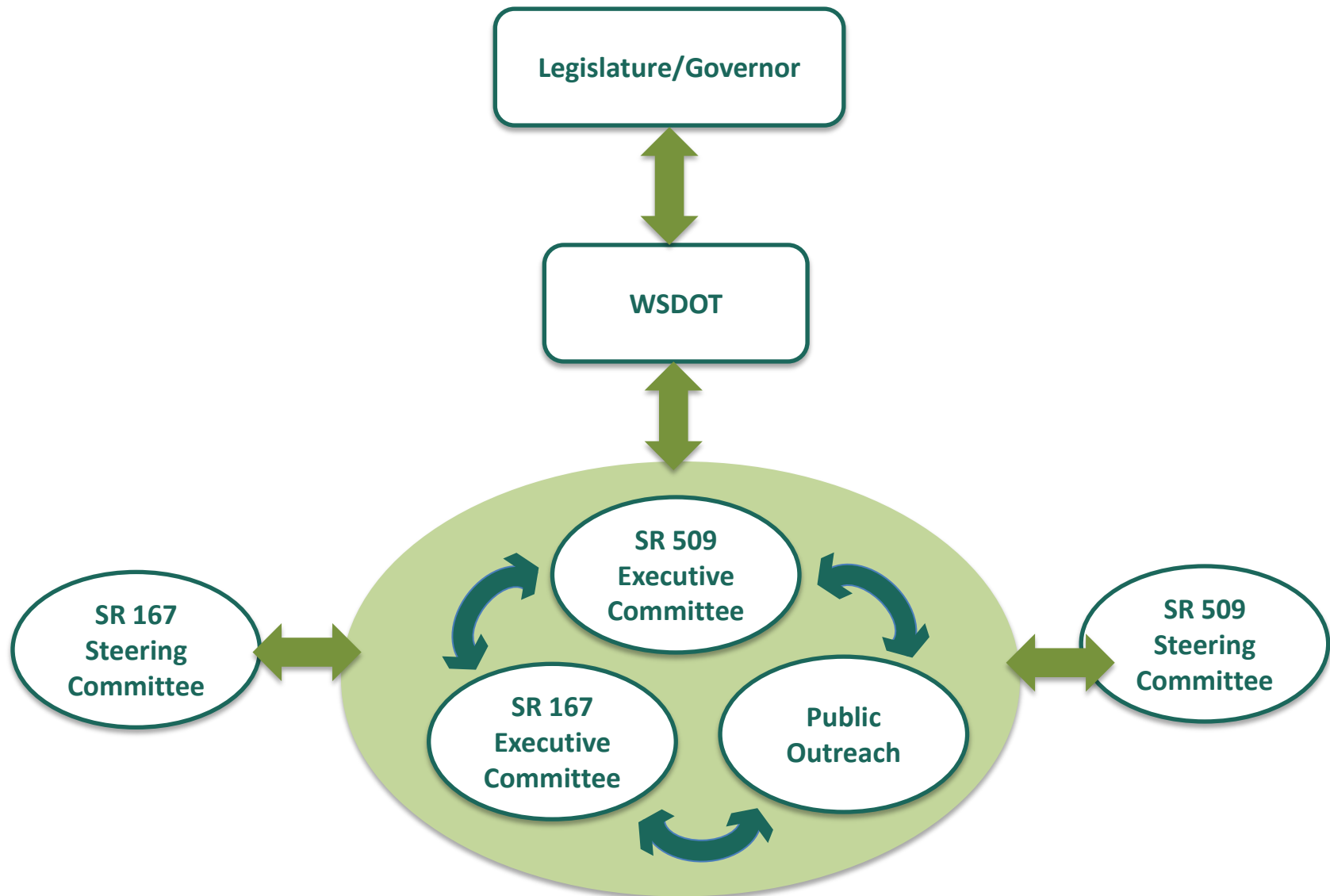
- Completing the Gateway Program provides more direct links from the state's largest ports to the distribution centers in the region and to Eastern Washington
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo
- Supports community and economic development

# Legislative Direction

*In making budget allocations to the Puget Sound Gateway project, **the department shall implement the project's construction as a single corridor investment. The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected stakeholders.***

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.*

# Puget Sound Gateway Process



# SR 509 Steering Committee Charter

## **Purpose of this SR 509 Steering Committee**

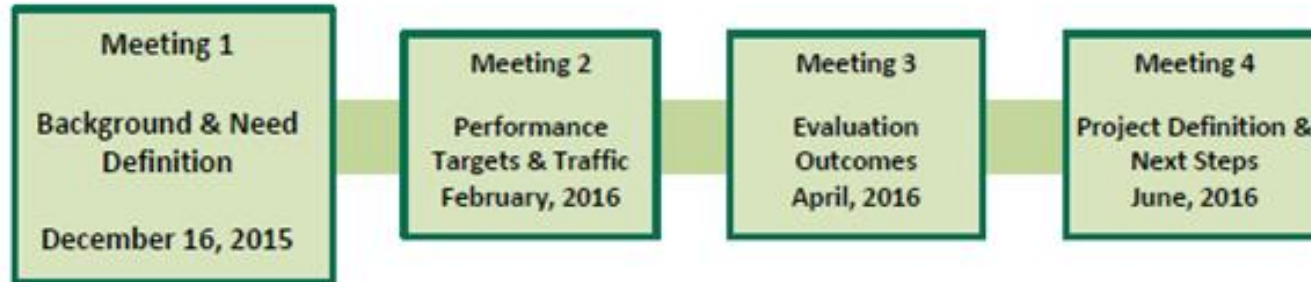
- Review public input and listen to other stakeholders in the room about their priorities.
- Based on that information, provide strategic advice on how to prioritize needs.
- Review current project concepts, opportunities, and constraints and help to identify additional considerations in each segment.
- Review and provide feedback on SR 509 construction phasing and design.
- Report back to Executive Committee members on outcomes of Steering Committee work and meetings.

## **Steering Committee Member Cities and Organizations**

- |                   |                                   |
|-------------------|-----------------------------------|
| • Burien          | • Federal Highway Administration  |
| • Des Moines      | • Sound Transit                   |
| • Kent            | • King County Metro               |
| • Federal Way     | • Washington Trucking Association |
| • Normandy Park   | • WSDOT Freight                   |
| • SeaTac          | • WSDOT Toll Division             |
| • Port of Seattle |                                   |

# Steering Committee Work Plan for 2016

## Steering Committee Process



## ***Key Questions for 2016***

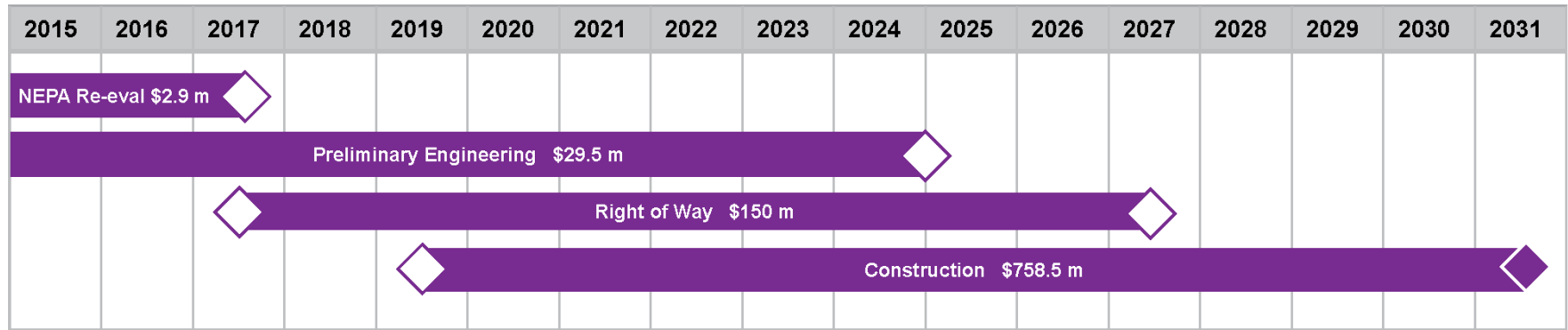
- ***What are the SR509 Project Essential Needs to move forward to NEPA review?***
- ***What are the key design features to be implemented?***
- ***What is the construction phasing of the SR509 Project?***

# SR 509 Overview

- SR 509 is a route that provides a better connection between the Port of Seattle and the Kent Valley for freight
- Provides south access to airport for passengers and air freight
- Supports local and regional comprehensive planning and development
- Adjacent Sound Transit and SeaTac projects are moving forward with designs that are dependent on the SR 509 footprint



# Preliminary SR 509 Schedule & Funding



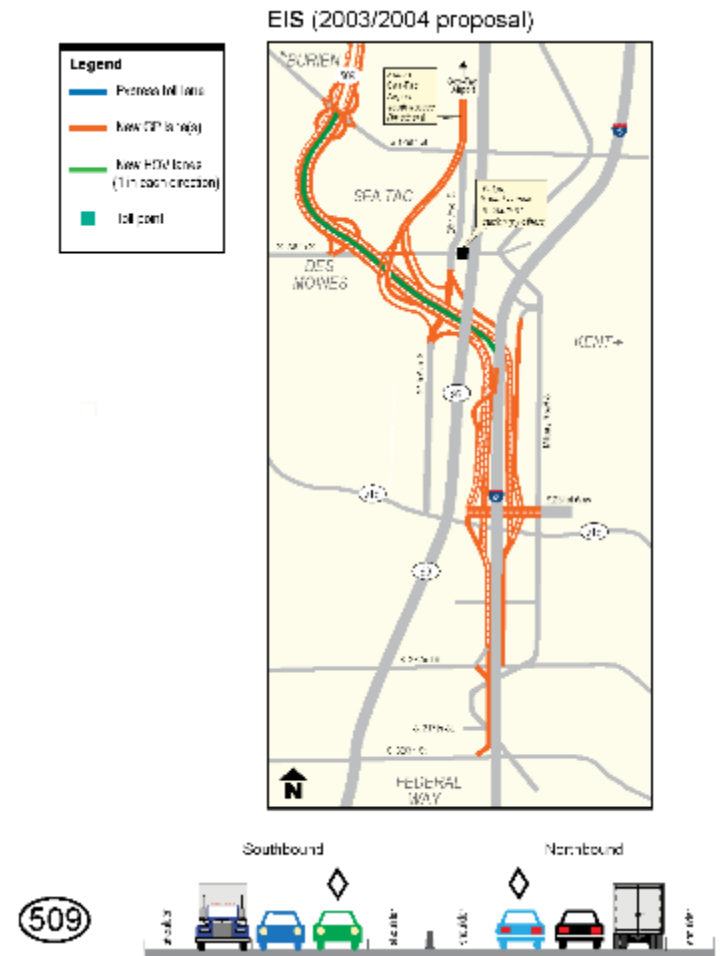
Activities	2015-2017 (NEPA Re-eval, Practical Design, ST Coordination, Funding/Phasing, 28 <sup>th</sup> /24 <sup>th</sup> )	2017-2019 (Purchase Right of Way, Preliminary Engineering)	2019-2021 (Purchase Right of Way, Preliminary Engineering, Early Construction)	2021-2023 (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	2023-2025 (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	2025-2027 (Purchase Right of Way, Construction Package 2)	2027-2029 (Construction Package 2)	Future
Budget	Pre-existing funds and Connecting Washington Account \$4M	Connecting Washington Account \$20.6M	Connecting Washington Account \$100.4M \$35M (local)	Connecting Washington Account \$173.6M \$25M (local)	Connecting Washington Account \$199M	Connecting Washington Account \$130M	Connecting Washington Account \$154M	Connecting Washington Account \$10M \$85M (tolls)



# SR 509 EIS Concept (2003)

## EIS Scope

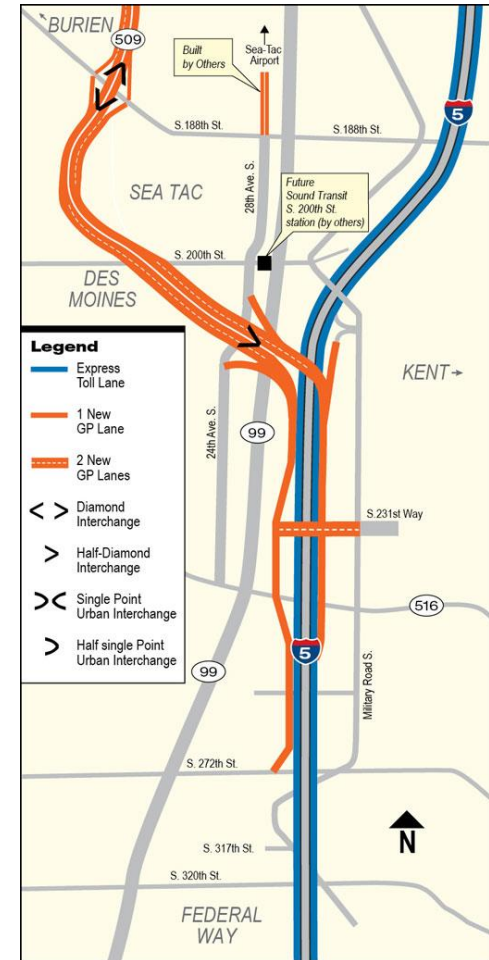
- 3 miles of freeway
  - 2 regular lanes
  - 1 HOV lane
- HOV connections to I-5
- Additional 6 miles of I-5 auxiliary lanes to S. 320<sup>th</sup>
- Construct 1.3 miles of King County Lake to Sound Trail
- Interchange connection to 228<sup>th</sup> (Veterans Drive)



# SR 509 Gateway Concept (2013)

## Gateway Phase 1 Scope:

- Build one lane in each direction between South 188th Street and 28th/24th Avenue South
- Add truck climbing lanes in each direction on grades
- Add second lane in each direction between and 28th/24th Avenue South and I-5
- Add new I-5 collector-distributor lanes between SR 509 and SR 516, and rebuild the interchange at SR 516
- Build a new southbound I-5 lane between SR 516 and South 272nd Street
- Complete the interchange at South 188th Street
- Build new interchanges:
  - To/from the east at 28th and 24th Avenue South
  - To South 231st Way and the Kent Valley
- Provide for Future
  - SR509 HOV lanes
  - I-5 to SR 509 Direct Access HOV/HOT ramps
  - South Access expressway to Sea-Tac Airport



# **What Has Changed?**

## **Practical Design and Next Steps**

# What has changed?

## Practical Design

- **WSDOT Executive Order 1096:**

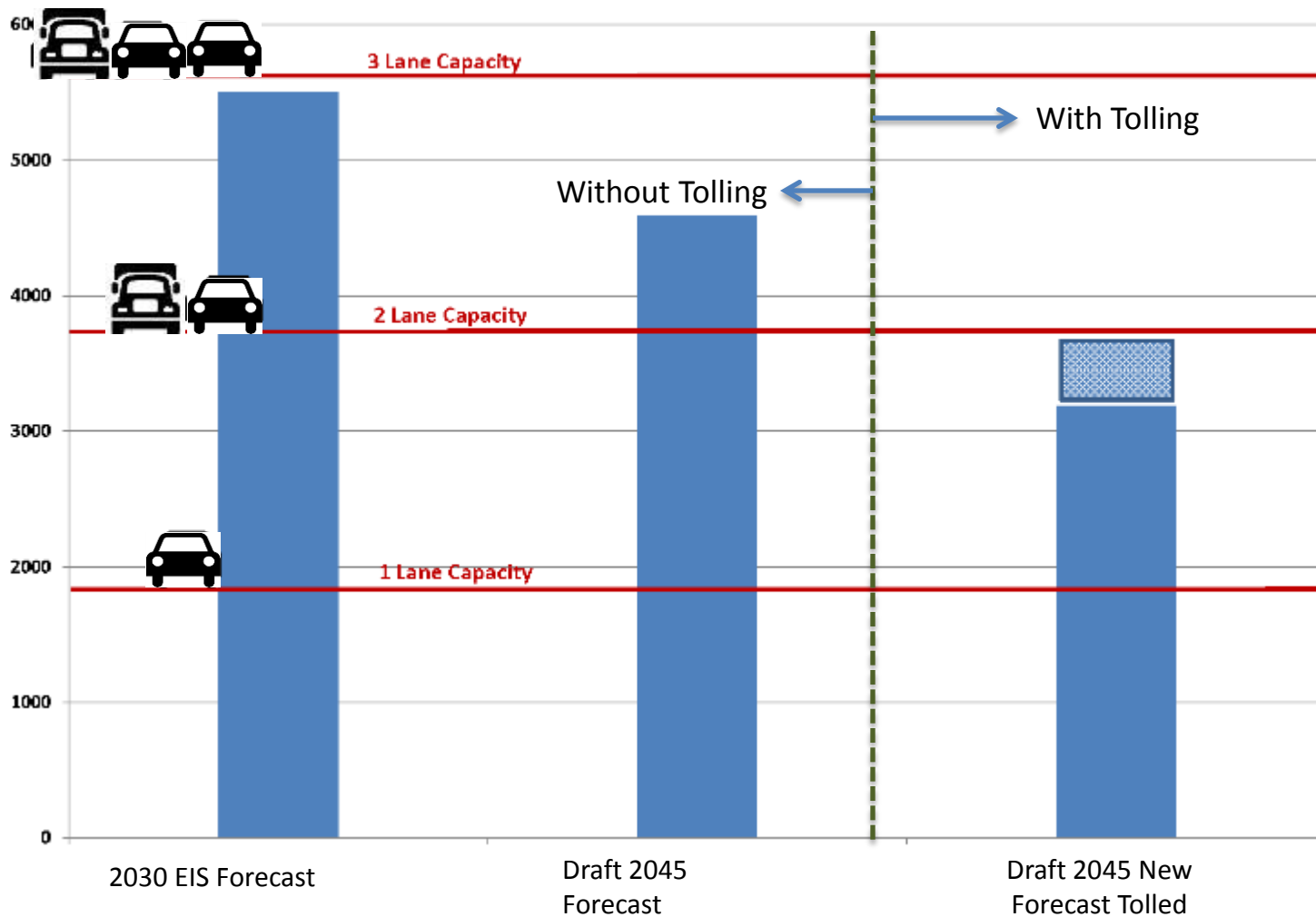
- *WSDOT will design transportation infrastructure related solutions that are targeted to **address the essential needs of a project, not every need**. In doing so, designs are developed with criteria that achieve stated performance for the least cost...*

- **ESHB 2012:**

- *(1)(a) For projects identified as connecting Washington projects...The legislature encourages the department to continue to institutionalize innovation and collaboration in design and project delivery with an eye toward the most efficient use of resources. **In doing so, the legislature expects that, for some projects, costs will be reduced during the project design phase due to the application of practical design***

# What has changed?

## Forecasted traffic volumes

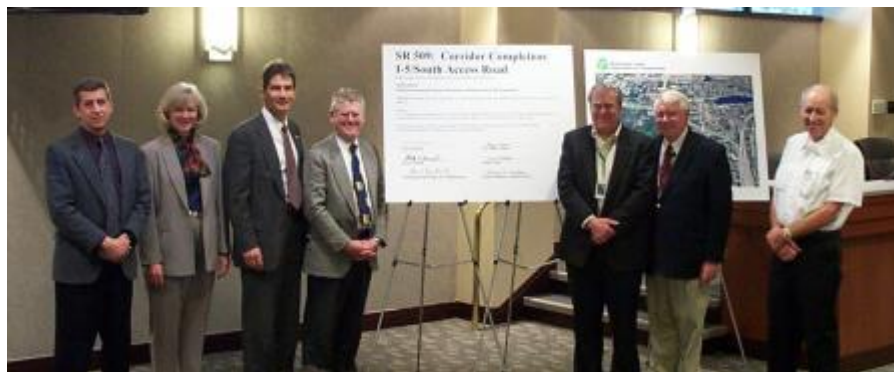


Southbound SR 509 approaching I-5

# Review of Project Needs

## 2003 EIS Purpose and Need:

- **Purpose:**
  - Improve regional highway connections with an extension of SR 509 to serve current and future transportation needs in southwest King County and to enhance southern access to Sea-Tac International Airport.
- **Need:**
  - Create system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships.
  - Close the gap between existing SR 509 and I-5
  - Ease capacity and travel demands on local streets and major transportation routes, like I-5



# Practical Design: Defining Essential Needs

***Essential Need: Why we need the project.***

## **SR 509 Essential Needs:**

- Complete freeway network (close the gap)
- Ease congestion between Seattle and Tacoma by utilizing unused capacity on SR 509
- Improve southern connection to Sea-Tac Airport for people and goods
- Support Regional Growth Centers for Burien, SeaTac, Kent and Federal Way, and Industrial Centers for Duwamish and Kent
- Improve freight travel time and reliability
- Improve transit operations and connections to transit

***Key Question: Do we have the right essential needs?***

# Practical Design: Defining Contextual Needs

***Contextual Need: External elements that need to be considered as the essential project travels through the surrounding communities.***

## **SR 509 Contextual Needs:**

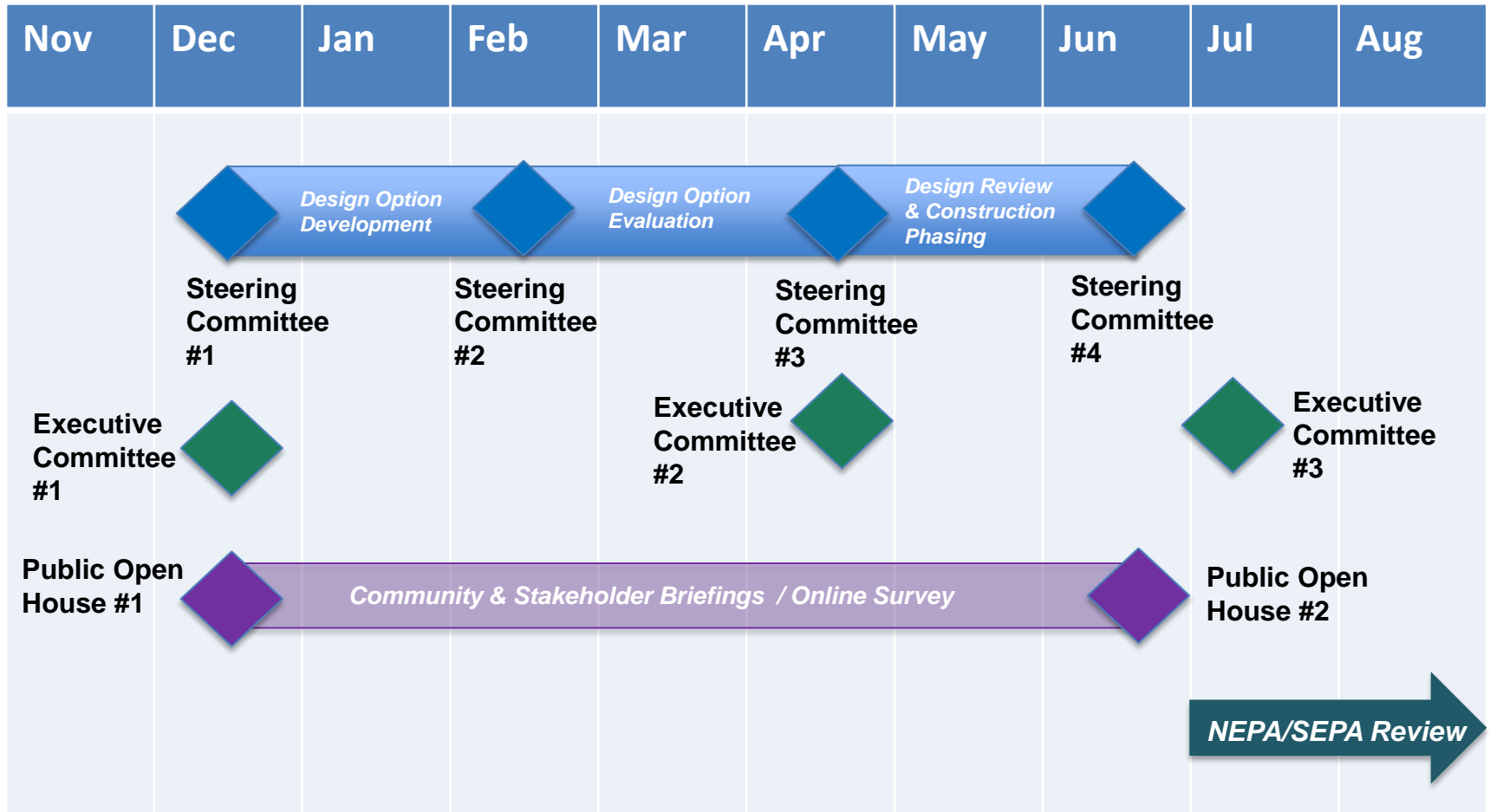
- Support local and regional comprehensive planning and economic development
- Improve mobility and safety between the state's largest cities and counties
  - Improve mobility and safety in the I-5 corridor north of SR 516
  - Improve mobility and safety in the I-5 corridor south of SR 516
- Improve east-west connectivity across the Kent Valley Manufacturing/Industrial Center
- Decrease demand on local arterials, decreasing delay and increasing safety
- Provide pedestrian connectivity
- Provide bicycle connectivity
- ***Key Question: Do we have the right contextual needs?***



# Project Schedule

## Part 1: Implementation Plan

## Part 2: Environmental & Design Review



# Next Steps

## Executive Committee

- Today: Provide a project overview and hear thoughts regarding essential needs and contextual concerns
- April: Present the work of the project team and Steering Committee and review input from the public
- July: Endorse implementation and phasing plan

## Steering Committee

- Today: Develop an understanding of the project needs, review contextual opportunities and constraints, and review design concepts
- February: Traffic analysis, performance targets, project need prioritization, and options refinement
- April: Present evaluation results and recommendations
- June: Review design options and construction phasing

## Public

- Tomorrow: Open house to share project information and solicit feedback on community priorities, essential needs, and design options
- January – March: Engage with communities and service providers along the alignment
- June: Host an open house to review Steering committee findings and recommendations

## Environmental

- Mid-2016: Begin our NEPA review process

# Key Questions & Discussion During Practical Solutions

- What are the SR509 Project Essential Needs to move forward to NEPA review?
- What are the key design features to be implemented?
- What is the construction phasing of the SR509 Project?
- Do we have the right essential needs?
- Do we have the right contextual needs?

## More information:

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